for the Naval service.

The deficiency of the Articles of War for the government of the Navy have been so repeatedly brought to the strention of Congress by the Rebrought to the stention of Congress by the Reports of my predecessors, that I would coatent myself on this head by a general reference to them, but for the alteration made in these articles by a clause in the Appropriation Act of the last Bession. As the Department construes that Act, the punishment by whipping for any crime or offense, whether by the judgment of a Court Mar-Martial or the summary command of the chief officer of a ship, is totally abolished. Deferring entirely to this decision of the Legislature, I deem it my duty to remind them that the act in question has imposed on them the duty of revising the whole system of offenses and punishments in the Navy without delay. Both officers and seamen should be early informed, not only what is the rule of their conduct, but what penalty will be incurred in case of its violation. The punishment surred in case of its violation. by whipping entered so largely into the code heretofore existing since the foundation of the Navy, that its abolition has left in the hands of au-Navy, that its abolition has left in the hands of authority but few other sanctions than those of death and imprisonment. And its simple prohibition, without any other change of the system, leaves the offender still exposed to the extreme penalty of human law, to which stripes were in many instances only a milder alternative.

Thus, Article 14:

"No officer or private in the Navy shall disobey the lawful orders of his superior officer, or strike him, or draw or offer to draw or raise any weapon against him, while in the execution of the duties of his office, on pain of death, or such other punishment as a Court-martial shall inflict.

"Art. 17. If any person in the Navy shall desert, or shall endee others to desert, he shall suffer death, or such other punishment as a Court-martial shall adjudge." &c.

"Art. 20. If any person in the Navy shall seep upon his watch, or negligeneity perform the dutyassigned him, or leave, he station before regularly relieved, he shall suffer death, or such other punishment as a Court-martial shall adjudge of the office of the private, he may at the discretion of the Capitain, be put in irons, or flogged not exceeding revelvelashes."

It is manifest, therefore, that in all such cases,

It is manifest, therefore, that in all such cases,

It is mannest, therefore, that it all such cases, involving the sentences of Courts Martial, the recent legislation has in no degree abated the severity of the naval code.

But it was probably the infliction of this punishment in a summary way, by the order of the commander of a ship, in which there had, doubtless, at times been abuses, which was the principal with the commander of the commande at times been abuses, which was the principal mischief intended to be remedied. The alternative in that case, and which now exists, is confinement in irons. Aside from any comparison in the degrees of degradation of these two modes of punishment, it cannot fail to be observed that the latter disables and weakens the ship's company by the amount of every man confined, and would have few terrors for hardened offenders on the trying occasions of a battle or a storm. It must be be recoglected that existing at discretion, it nlso be recollected that, existing at discretion, it is liable to the same abuse, with its alternative already mentioned, although not so efficient for the ready mentioned, although not so efficient for the enforcement of discipline. In view of the difficulties which surround the subject, I avail mysolf of the presence of a board of highly intelligent and experienced officers, assembled at the sent of Government for another purpose, to ask their opinion on several questions connected with this change of discipline, and will probably be able to communicate it within a few days. And I respectfully suggest that a Committee of Congress shall take the testimony on oath of respectable and experienced seamen, as well as officers, in reference to a proper code of discipline for the service, and especially in regard to the discretionary punishments to be imposed by officers in command of single ships.

The line of mail steamers between New-York and Liverpool, owned by Mr. E. K. Collins and

The line of mail steamers between New York and Liverpool, owned by Mr. E. K. Collins and his associates, commenced the transportation of the mails in April lest, in compliance with their contract with this Department, under the act of Congress of 3d March, 1847, in two steamships, the Atlantic and Pacific, to which have recently been added two others, the Arctic and Baltic, and has been eminently successful in making the passages across the occan.

The line from New-York to Chagres, owned by Mr. George Law, assignce of A. H. Sloo, and au-

The line from New-York to Chagres, owned by Mr. George Law, assignee of A. G. Sloo, and authorized by the same act, has had no accession to its number of vessels since the last Annual Report from this Department.

The line from Panama to San Francisco and thence to Astoria, of which Mr. William H. Aspinwall is proprietor, as assignee of Arnold Harris, has received an addition of two new steamers, the Tennessee and Columbia, within the last few months, making its whole number five.

According to the directions contained in the act of the last Session, approved 28th of September.

Congress is desired in relation to fature payments for service on this line.

On the 20th and 22th November, 1850, there was paid to E. K. Collins and his associates for service on their line, \$163,000, leaving the former indebted to the United States in the sum of \$240,000 with interest, and the latter in the sum of \$385,000, for where the constant and all add fitting entrypies which advancements made in aid of their enterprise, which will become due in April next with interest.

Mr. William H. Aspinwall repaid the whole

amount of the advancements received by him in

amount of the advancements received by him in mail service prior to the 18th February last, according to a settlement theu made, and having executed his contract with great punctuality, has had further settlements with the Department to the 30th of September last.

I respectfully recommend that a line for the transportation of the mails from San Francisco to Macco, Shanghai, or other point in Eastern Asia, either by steamers or sail vessels, be also established. Such a line would furnish regular and early means of communication between our squadrous in the Pacific and the China seas, enabling their early cooperation whenever occasion might reearly cooperation whenever occasion might require, and would contribute much to the facilitation of that commerce with the East to which ref-

erence has been already made.

In consequence of the adaptation of mail steamers principally for speed and transportation, it has been doubted by officers of great intelligence whether they can be converted into war steamers of the first class without much additional expense, since they have relief they. of the first class without much additional expense, since they have neither the strength to bear heavy armaments nor to withstand cannonading. But as long as warfare at sea, unlike that on land, permits the seizure of the private property of the people of an enemy when found affect on the occan, they can always be employed with great advantage under light armaments against the commerce of an adversary. With speed to overtake a merchant vessel, and at the same time clude the purble means of annoyance to morchantmen.

The operations at the National Observatory and

Hydrographical Office continue to be conducted Hydrographical Office continue to be conducted in a manner highly satisfactory, and are adding much to the stores of knowledge and the facilities of ocean navigation. By virtue of the authority contained in the act of Congress approved March. 3d, 1849, I have recently appointed an agent in the city of Lendon to make sale of copies of charts prepared at the Hydrographical Office, for the mere cost of printing them, with the charges of transportation and a reasonable commission, so as to diffuse the information afforded by them to naudiffuse the information afforded by them to nau-

tical persons generally.

The astronomical expedition, under Lieutenant Gilliss, to Santiago de Chili, with a view to a new determination of the distance of the earth from the sun, by observations carried on at the same time there and here, and other scientific objects, has prosecuted its labors successfully, and has been signally favored by the Chilian Government and received as is manifest from the flattering mentical persons generally. and people, as is manifest from the flattering men-tion of it in the recent message of the President tion of it in the recent message of the President to the Congress of that country, and from his ap-

plying and procuring to be attached to it a number of their young men as students of astronomy. The preparations for the publication of an Ame ican Nautical Almanac, by Lieut. Davis, under the direction of the Department, are in an ad-vanced state of progress. It will appear in a letvanced state of progress. It will appear in a let ter appended from him that he has solicited and engaged the labors of scientific persons in various parts of the United States as assistant computers, and there is every reason to hope that when this work shall be completed, it will not only be highly valuable to navigators, but will be worthylof

the scientific character of the country.

The experiments of Professor Page in testing The experiments of Professor Fagu in testing the application of electro-magnetism as a motive power in mechanics have been continued since my report made in compliance with a resolution of the Senate in September last, by virtue of the ap-propriation of March 3, 1849, and he is now enzive on a railroad propelled by this power.

The meteorological observations of Professor Espey, which are still in progress under the ap-propriation made at the last session of Congress, will be detailed in his report to be presented to

Congress.

The course of experiments in gunnery, and the preparation of ordnance and ordnance stores of all kinds at the Navy Yard in Washington, have been conducted in a manner highly satisfactory to the Department, and in consideration of the great importance of this particular duty to the effectiveness of our naval armament everywhere, and the labor and responsibility of the officer charged with it. I with deference recommend that his compensation be made equal to that of a Com-

his compensation be made equal to that of a Commander at sea.

A board of naval officers has been convened, agreeably to your instructions, for advice and information on the question of rank between officers of the military and civil branches of the naval service, and the relative rank of officers of the army and navy when acting together, on which the opinion of the President was requested by a resolution of the House of Representatives at the last session, and their report will be laid before you as soon as received.

soon as received.

The joint board of officers of the army and navy. The joint board of officers of the army and navys who have been engaged in the examination of our Pacific coast with reference to harbors, fortifications, lighthouses, navy yards and docks, is expected to finish its work in the present month, and return to the seat of Government. The selection of a site for a navy yard and dock on that coast has been deferred until the reception of the report of the board, and a personal conference with the officers comprising it.

By virtue of the authority conferred on the head of this Department in the act of Congress, approved September 28, 1850, to purchase American water rotted hemp in open market, for the use of the navy, provided the price shall not exceed that of "the foreign article for the last five years," the hemp agents at Louisville and St. Louis have been instructed to make inquiries and receive

been instructed to make inquiries and receive proposals as to the price of the article; but no suf-ficient information has yet been received to justify

To show the amount proposed for the support of the navel service, including the Marine corps, for the year. The above aggregate, it will be perceived, is less by more than one million of dollars than were the estimates for the present year. To it, however, must be added the amount which may be required for the floating dry dock, basin and railway on the coast of the Pacific, of which an estimate will be supplied so soon as a contract shall be made, and the price of the whole work agreed upon.

agreed upon.

I take the liberty to suggest that the appropria-

propriations for the naval service, marine corps, and special objects, under the control of this Department on the 30th of June, 1850, was \$3,839,253 84, all of which will be required to meet outstanding obligations due from the appropriations

made for that year.

I commend to the attention of Congress the reforms introduced in the supply of provisions by the efficient chief of that bureau, and his suggesthe efficient chief of that bureau, and his suggestions as to others which can only be affected by legislation. Likewise to the statement made by the CFlef of the Bureau of Medicine and Surgery that the number of effective medical officers in the service is insufficient for its wants, and his recommendation that those unfitted for duty shall be retired and their places supplied by new appointments. I also concur in his recommendation that the sum of \$200,000, part of the Navy Hospital Fund, be invested in stocks, as a protection against loss and to insure a regular income.

The augmentation of the marine corps, as proposed in the report of its chief, deserves likewise the early attention of Congress. By a revision of

the early attention of Congress. By a revision of the complement tables of ships of war it is believ ed that the number of landsmen might be reduced, and that of the rank and file of the marines increased, so as to provide for the deliciency now existing in this corps, without detriment to the service, or additional expense to the Government I am, with the highest respect, your obedient servant, WILLIAM A. GRAHAM.

To the PRESIDENT.

# Report on Navy Yards and Docks.

Accompanying the Report of the Secretary of the Navy is the following report from the Bureau of Yards and Docks:

of Yards and Docks:

Bureau or Yards and Docks, Oct. 12, 1850.

Sir: In compliance with your instructions of the 6th August last, I have the honor to submit my report, with the estimates from this bureau for the fiscal year ending 30th June, 1852.

These estimates have, after careful consideration, been reduced to the smallest amount that a due regard to the public interest, and the present state, and further processes of the saveral works of state, and further progress, of the several works of improvement, at the respective navy yards, will permit. It will be seen that the aggregate amount

permit. It will be seen that the aggregate amount falls short of the last year's estimates in the sum of \$1,113,732, owing chiefly to the fact that nothing further is required for the completion of the floating docks now under contract.

The present report will exhibit the progress which has been made, with the amounts expended for improvements and repairs, for the three last quarters of the fiscal year ending 30th June, 1850, This is done with a view to enable the bureau hereafter to make the annual reports correspond with the fiscal year.

There are at this time eight navy yards and two There are at this time eight may yavas and a naval stations, which, with the Naval Asylum, and the care of the timber upon the public lands, have been placed under the direction of this bureau. It is evident that considerable outlay and expenditures must be made for keeping these establishments. ments in a good state of improvement and repair, and ready at all times to meet the wants of the service, whether as dock yards for ship-building, manufacturing, or other purposes: and if kept in such condition, they will be found, with the addition of a naval depot in the State of California, annly sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet all the domestic of an annul sufficient to meet the wants of the service, whether an annul sufficient to the service of the service o amply sufficient to meet all the demands of our

amply sufficient to meet all the demands of our present Navy for many years to come.

A description of the work done at the several navy yards, and the particular object for which appropriations are asked for the next fiscal year, with explanatory remarks thereon, will be found in detail under the head of each yard, to which I respectfully ask your attention, as follows, viz

Two houses for officers' quarters have been completed since the last October, 1849, and are now occupied. The iron and copper store is nearly completed, and a small amount has been exceeded, the death of the completed of the completed of the completed of the completed of the complete o pended in dredging channels, filling in, and build-ing a fence along Flushing av. and paving sutters: the usual annual repairs have been made upon the existing improvements; and there has been expended for improvements, from the 1st October, 1849, to the 30th of June, 1850, the sum of \$19.

For the fiscal year ending 30th June, 1852, esti-For the iscal year ending soft June, 1853, esti-mates are submitted for a smithery, saw-milt, continuation of quay-wall, cob-wharf, dredging channels, timber shed, paying gutters and flag-ging, cisterns, gutters and leaders to ship houses, and timber sheds, filling in timber pond, and for repairs of all kinds, amounting to \$178,500.

The amount asked for the smithery is highly

necessary, the present building being small, inconnecessary, the present building being small, inconvenient, and requiring extensive repairs. The saw mill is much wanted, as all the sawing is now done by hand, which is a slow and expensive method. At the last session of Congress, an appropriation was made for facing the wharves of this yerd with stone, and an additional amount is now asked for the continuation of this very important work. The amounts asked for cob wharf, dredging channels, paving gutters, cisterns, &c are very much wanted. A new timber shed is required at this yard, the present sheds being entirely insufficient for the protection and preservation of the this yard, the present sales seems that yellow the protection and preservation of the valuable ship-timber on hand. The estimates for repairs of all kinds will be required, to preserve the buildings and render them useful.

SACKETT'S HARBOR.

At this station there has been expended from the 1st of October, 1849, to the 30th June, 1850, for repairs of all kinds, \$344 35. Estimates are submitted-for repairs of all kinds, and for grading and filling in some of the low grounds, amounting to \$2,300, all of which will be necessary for the protection and preservation of the public property.

DRY DOCK AT BROOKLYN, N. Y.

This important work had advanced so far toward completion as to admit of the docking of the U. S. ship Dale, on the 5th of January, 1850. A large amount [of work has been performed since the 1st of October, 1849, and the last stone of the dock was laid on the 19th of April last. The removal of the coffer dam was attended with great

noval of the coffer dam was attended with great labor, but was successfully performed without ac-cident; the iron floating gate was completed and delivered at the dock by the contractor on the lst January. The workmanship upon this gate re-flects great credit upon the contractor, Henry R. Dunkey, Ver.

flects great credit upon the contractor, Henry R. Dunham, Esq.

The foundation of the engine-house is completed to the water-table, and about one half the quantity of granite required for the building has been delivered, and one-fifth of the whole quantity cut by the contractors. The work upon the building has been much delayed by the failure of the contractors to deliver materials in proper time; it is now progressing rapidly, and the large pumps and engine for permanent drainings are being put up, and will probably be ready for operation by the middle or last of November. The iron for the folding gates has been procured, and the ribs and plates fitted; the work was then suspended in consequence of the near exhaustion of the appropriation. All the work remaining to be done upon the dock and its appendages will probably be completed during the next Spring. The amount which has been expended since the commencement of the work, is:

For Lebor.

\$770.004.31

FLOATING DOCKS.

Since the 1st of October, 1849, the work upon the floating docks, basins and railways, building under contract at the navy yards at Kittery, Philadelphia and Pensacola, has progressed rapidly.

At Kittery, all the foundation piles for the basin have been driven, the caps and plank floor have been laid, about one half the granite stringer put in place, and the walls of the basin nearly completed. The foundations for the railway have been commenced and are in progress. The floor of the commenced and are in progress. The floor of the dock has peen completed; two-thirds of the truss beams are built, placed and fastened; the bottom of the dock coppered and rendy for launching—
The work thus far has been executed in a very

The work thus far has been executed in a very satisfactory manner.

At Philadelphia, the foundation piles for the basin and side walls are all driven, the floor nearly finished, and the walls are so far advanced as to leave no doubt that all the work on the basin will be completed this fall. The foundations for both lines of railway are completed; the stone ways of one are laid, and the other will probably be finished before cold weather.

Seven sections of the dock have been completed, except the machinery, and are launched; two other sections are framed and set up, and the machinery for all is in progress of construction. The contractors for this work have displayed great energy, and the works are rapidly approaching completion.

At Pensacola, the works have not progressed At Pensacoia, the works have not progressed so rapidly as at the other yards, owing to the necessary suspension of operations during the summer months. The platform of the dock and the truss beams have been completed, and the side framing and bracing commenced; the space of the basin has been enclosed by a coller dam, and he excavation for the basin is nearly completed. NAVAL ASYLUM.

The condition of this institution is the only re

maining subject to which I would call your atten-

maining subject to which I would call your attention.

Since my last annual report, the duties of the Asylum have been performed with promptness and efficiency. An evident change, I am gratified to believe, has been effected in the character and general conduct of the pensioners. Good order, and a disposition to conform to the rules and regulations which have been adopted for their government, seem to prevail among them. My opinion, as expressed in my last annual report, in regard to the location of the Asylum, is still unchanged, and I beg leave to call the attention of the Department to the recommendations therein submitted. There are at present, about one hundred and eighty five inmates, including the officers and attendants, and the applications for admission are gradually increasing. The sum expended for the support of the institution for six months ending with the fiscal the institution for six months ending with the fiscal year, 30th June, 1850, amounted to \$20,060 41, and was charged to the following appropriations: Hos-pital fund, \$8,472 96 pay of the Navy, \$11,466 71, contingers, \$100.04.

As the contracts for the present fiscal year have As the contracts for the present iscal year have not yet been made, owing to the late period at which the Navy appropriations were made by Congress, they will be reported early in January next, agreeably to law; at which time, if it meets your approbation, the bureau will submit an estimate for the amount that will be required during the next fiscal year, under the act approved 25th September, 1850, authorizing a floating dock in the State of California.

State of California.

I have the bonor to be, with great respect,
Your obedient servant, JOS. SMITH.
Hon, Will. A. Granam, Secretary of the Navy.

# COMMERCIAL AND MONEY MATTERS

COMMERCIAL AND MUNET MATTERS.	
Sales at the Stock Exchange   Dec. 4.	Market  ASHES are quet Experi Pcts Pearls COTTC principall in some c Expert Cotton Since lat. Same time Compara Cotto  N. Oriean Mobile, N Floridia, N Texas, N Georgia. 1
5 Hudson River RR. 134 106 do. 830 834 do. 850 834 do. 850 800 832 do. 850 800 832 do. 850 800 832 do. 850 800 832 do. 850 800 800 800 800 800 800 800 800 800	
SECOND BOARD.	Other Por
\$12,000 Incomes 93   50 Stonington 441	Total.

WEDNESDAY, Dec. 4-P. M. In Stocks the market is rather active and with out important change. Erie was rather heavy but the Securities were buoyant. Reading fell oif | P cent. Farmers' Loan was weak at the Second Board. The market was fair for sound dividend paying Stocks. In Governments there was not much done. Exchanges are inactive, but steady at the clos-

ing prices of yesterday. Mint Certificates to No. 7,366 are payable at Philadelphia.

In Money the market continues very easy, but there is the natural increased demand of the season. The approach of the close of navigation, the preparation for the settlement of accounts, and the payment of dividends, always tightens money

slightly in December. First class paper, however,

Freights are better, and Flour engagements of 4,000 bbls have been made at 12@13id; Wheat at 4i@4id. To London, the packet took 1,950 bbls Flour at 1s 6d; 100 do Pork, 2s; and Turpentine and Resin on private terms. Engagements to Liverpool, 1,000 kegs Lard and 4,000 boxes Cheese, 15s; 200 casks Ashes on private terms; 100 chests Tea, 40s, measurement-To Havre, the packet 8th inst has Cotton and Whalebone at # of a cent; Rice and Bark \$8 and Ashes \$6 2 \$8; the Franklin has a full cargo at | a cent for Cotton; Rice \$7; Measurement Goods \$12, and 22300,000 dollars Specie at f of one & cent. To California there is again more offering, and Clippers obtain \$1@\$1 50 ₽ foot; and ordinary vessels 50 @ 75 cents. The ship Switzerland, late London packet, 14 years old, 557 tuns, has been bought for the Pacific trade at

The Receipts at the Sub-Treasury are \$48,022; Payments, \$239,199; Balance, \$3,658,028.

At a meeting of the Chamber of Commerce yesterday, a memorial in favor of the formation of a bureau by the General Government for the settle ment of private claims, as recommended by the President in his late Message, was referred to a Committee for consideration.

The Albany Evening Journal gives the an-

nexed statement of the quantity of Flour, Wheat, Corn and Barley left at tide-water during the fourth week in November, in the years 1849 and

1850, us follows:

Flour. bbls. Wheat, bbl. Corn, bw. Barley, bu.
1839. - 77.1.50 212,183 24,644
1850. - 30,500 400,215 35,119 93,666 Inc.,51,674 Inc.,278,082 Dec.49,025 Inc. 31,074 Inc. 378,032 Dec. 49,225 Inc. 4,918
The aggregate quantity of the same articles left at tide water from the commencement of navigation to the 30th Nov., inclusive, during the years 1849 and 1850, is as follows:—

Flour. bbl. Wheet bu. Corn bu. Barley bu. 1849...3,101,064 2,667,062 5,693,559 1,396,757 1850...3,170,272 3,366,551 3,219,476 1,723,341

Dec. .. 21,592 Inc. 888,749 Dec. 1,834,685 Inc. 338,177

Dec. ...21,592 Inc. EEE,749 Dec. 1,834,683 Inc. 328,177

The aggregate quantity of the same articles left at tide water from the commencement of navigation to the 30th Nov. inclusive, during the years 1848 and 1650, is as follows:—

Flour, bbls. Wheat, by. Corn, bu. Barley, bu. 1848... 3,074,292 3,589,156 2,886,575 1,744,695 1659... 3,176,572 3,556,551 3,219,476 1,723,914

Inc. ... 95,980 518,333 332,901 179,311

By reducing the Wheat to 19 Inc... 95,980 518,383 832,901 179,311

By reducing the Wheat to Flour, the quantity of the latter left at the tide water this year, compared with the corresponding period of last year, shows an increase of 156,157 bbls of Flour.

The following table shows the quantity of some of the principal articles of produce, by the State Canals, left at tide water from the commencement of navigation to the 30th of Nov. inclusive, during the years 1848, 114 days; 1849, 114 days;

1850, 122 days: 1848.	1819.	1850.
Flour, bbls 3,074,292	3,191,864	3,170,272
Wheat, bushels 5.033,168	2,667,802	3,550,551
Corn 2,886,575	5,053,559	3,219,476
Barley 1,544,663	1,890,737	1,723,914
Rye 284,472	313,272	602,834
Other Grains 1,425,739	1,376,558	2,404,326
Beef, bbls 61,075	99,861	88,06
Perk 89,760	73,312	46,621
Ashes 63,676	56,180	36,421
Butter, lbs23,516,723	20,510,411	16,607,981
Lard 9,775,277	9,051,821	0,276,934
Cheese	41,622,669	32,125,874
Wool	12,633,096	11,860,756
Bacon	8,422,242	9,514,421
Difference of the party of the		
The total earnings of the	e Illinois and	Michigan
		15 + 15 manua

Canal for eight months, ending Oct 31, 1850, were \$109,336 14; same time last year, \$100,597 50 increase in 1850, \$8,738 61.

At a meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held in Baltimore on Wednesday last, it was resolved to reduce the toll on the Canal from Cumberland and Georgetown, from 74 cents per tun, the present rate, to 54 cents per tun, provided the Coal Companies guarantee the transportation of 300,000 tuns per annum; and to 37 cents per tun in case they guarantee the transportation of 600, 000 tuns. The Companies, it is added, will give

the required securities forthwith. We see it stated that the contractors have commenced work between Cleveland and the State line, on the Eric and Cleveland Road. The work will be commenced between Erie and the Ohio line in a short time, and vigorously prosecuted till the whole work is completed.

The importations of specie at New-Orleans on the 25th ult. were \$1,645,000.

The amount of cash duties received at the Custom House in Philadelphia, during the month of November was \$159,328 35-corresponding month last year, \$131,615 45; increase, \$27,712 90. An. nexed is a comparative statement of the receipts for eleven months in 1849 and 1850.

JulyAugustSeptember	284,924 55 329,873 00 149,644 10	\$500,129 147,484 515,083 220,442 253,939 215,684 452,331 506,679 222,214 255,431 159,028
Total\$2,	457,515 76	\$3,213,029

S-The demand is fair for Pearls at 5 81. Pots at \$6; the sales aggregate 100 bbls.

from 1st to 50th Nov. 1850. 1849.

bbls. 2,28 IS .... CAREFULLY REPORTED FOR THE TRIBUNE. 

| District | District

| 1, 1830 | Sept.1, 760, at data | 216,156 | 103,112 | 111,399 | 32,964 | 22,984 | 13,356 | 6,399 | 1,275 | 3,275 | 15,859 | 39,277 | 1,956 | 60,439 | 59,677 | 1,956 | 60,459 | 59,677 | 1,956 | 60,459 | 59,678 | 1,956 | 60,459 | 59,689 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | 1,228 | .. 454,481 283,436 241,154 148,246

Augusta and Hamburgh, November 1, 10,977 13,004
Macon, Georgia. November 1, 10,977 14,627
Columbus, Georgia. November 16, 15,778 14,627
Columbus, Georgia. November 16, 15,778 14,723
Monigomery, Ala. November 21, 7,000 6,580
Memphis, Tenn. November 21, 7,000 6,580
Memphis, Tenn. November 21, 7,000 6,580
Expert of Cetten from the Port of New York, from Sept. 11
1830, to Do. 3, 1830.
To Gr't Britain, bales, 38,295 To other Foreign Ports, 2,068
To France. 27,29
To North of Europe. 12,514 Total. 30,406
[Shapping List.

mand, and sales of the beaser; sales of 150 bits at 3 37,— brands. Rye Flour is easier; sales of 150 bits at 3 37,— Corn Meal is more plenty, sales of 200 bits Jersey at 3 of 23 on 500 bits Brandywine 3 34, and 100 bits Stafford Extra at 3 0 Buckwheat Flour is firm and in request. Export from 1st to 50th Nov. 1850.

very limited. Canadian is in fair demand, and the market is

WHISKY -The market is still unsettled and lower: ales of 250 bbis Ohio, Prison and Jersey at 25 #254, and 50

\$18,000; and the bark Isabella Hyne, 2 or 3 years old, 300 tuns, built in Philadelphia, for the California business, at \$20,000.

The Steamer to-day took \$250,000 in Americans Halves, Mexican Dollars and Five Franc pieces, and \$4,085 in British Silver.

The Mechanics' Banking Association has declared a dividend of four \$\text{P}\$ cent.

The Commercial Fire Insurance Co. has declared a dividend of five \$\text{P}\$ per cent, payable on the 16th inst.

Import of Sugar from 1st Jan. to 1 Hhds	st Dec. 1856 Boxes.	Bags.
From Foreign Ports64,12 Coastwise do60,48	0 125,147 4 2,224	40,017 15,688
Total	4 56,378 to 1st Dec. 15	72,849 850. Bbls
From Foreign Ports47,45 Constwise Ports18,81	3 2,835 8 2,695	1,033 41,028
Total	5 6,822 1st Dec. 185	0. 46,982
Total	Juniorana 1	gs 350,400 350,525
Inport in November Foreign	1850.	1549
Import Jan. 1 to Nev. S6:		19,39
Foreign	06,543 [27,114	877,47 187,260
Total Import, Jan. 1 to Nov. 30:	1512	1848

1849. 1848. 1847. 1.023,057 1,644,707 800,186 020,260 HEMF -The market remains quiet. Import from 1st Jan. to 1st Dec. 1850. 

Total. 32,778 41,458 433,662
Same time last year ... (7,372 63,664 368,863
LEAD.—We hear of nothing doing and the market is heavy.
Import from 1st Jan to 1st Dec. 1850.
From Foreign Ports. pkgs 203,239
Coastwise Ports. 213,235 Total 416,594
Same time has year 418,331
FRUIT—There has been a moderate business done in Bunch Raisins at 1 35 pr box. In some cases they are held

Tailow Oil is lower and heavy is also of 30,000 ft on private terms.

STEARINE—A quiet market, with sales of 18,600 fb prime white at 81c, cash.

SEEDS—The demand is fair for Clover, with sales of 53 tible new at 31c for export, which is better. Flaxseed is in demand, with sales of 1,300 business domestic at 1 60 20 165 per 56 fb in bulk. Timothy remains quiet.

BONE—We note sales of 6,000 fb prime. North-west at 30c, at which the demand is good for export.

FEATHERS—There is more offering, and the market is easier; sales of 2,000 fb good Western at 12c, cash.

OIL CAKE—The market is unchanged, with a good inquiry for export; sales of 57 tons thick Ohlo at \$22.50, cash.

On the 3d of December, at the Church of the Epiphany, by Rav.
Lot Joses, SAMUEL, R. HAYWARD, formerly of Ballimire, to
Miss MARY E. MILLS of the City.
Let Ballimore page 19 bear copy. \$2° Baitumore papers please copy.
At Rye, by Rev Dr. De Vinne, Mr. JOHN VICKERS of Roslyn
Leng Island, to Miss MARY JANE GUION of the former place.

DIED.

In this City, on the 20th mit of swer contracted on the Isthmus, JOHN C. HATCH of Keene, N. H. in the 38th year of his age. The remains were taken to Keene for interment.
At Patou, Nova Scotti, Dec. 3, of sever, HELEN THERESA youngest daughter of B. W. Nortoe, I. S. Cossul.
On Tursday, 3d December inst. GEORGE 1, PHILLIPS, aged

On Tuesday, 3d December inst. GEORGE L. PHILLIPS, aget (\*) years.

His friends and the members of the Naw Yerk Union and the Mutual Relief Societies, and the Philamathean Lodge No. 440 of G. U. O. O. O. O. F. are respectfully invited to attend the funeral services at the Shibb Preshylerian. Church corner of Prince and Maron etc. on Thursday the 5th inst at 11 e clock A. M. without further invitation. Mr. Philips was well known as the Guitable perfect the Merchande Erchange Company of this City for hearly twenty years past, and as an exemplary (times not a Christian.

On Weenesday invening the 4th inst after a short and severe illness, MARY E. whe of Benry Garting, Jr. in the 30th year of her age.

The relatives and friends of the family and also those of her brother in law D. B. Halsted, are respectfully invited to attend her fineral The (Thursday) Attension, at 3 o clock, from her late sessions.

Her remains with the Lakes to Newburgh for internation. ADEI-ON Weetlands yn frang the 4th late a short illness, ADEI-ON Weetlands yn frang the 4th late. Her a short illness, ADEI-ON Weetlands yn frang the 4th late. Her a short illness, ADEI-ON Weetlands yn frang the 4th late. Her a short illness, ADEI-ON Weetlands yn frang the 4th late.

neral This (Thursday) Atternoon, at 3 o'chek, from her late residence, No. 118 Charlion at a sincount further sinciation.

Here remains will be taken to Newburgh for interment.

On Wedondey in rung the 4th list. After a short lithness, ADEL20N KINSLEY, in the 22d year of his age.

His relatives and friends and those off after a short lithness, and the country of the same and the state of th

Passengers Sailed

Passengers Sailed

In steam sints Ningara, for Linespust—John Proyn, lady and and, Albany, Messre Way, M. acteal, Miclean, Fakim, and Capt Robinson, RA, Casadai Messre Way, W. acteal, Miclean, Fakim, and Capt Robinson, RA, Casadai Messre Hoy, Crun, Ghagaw, Hota E Levy, lady and servant E. Gorning, Jr. and Lady, John, J. Albany, E. H. Gosper, London, W. G. Evass, Mautreal, Currier and severant, and Baring, King Land, R. H. Best, Toronto, W. C. F. Harnel, Quelies Dr. Linesy, Louis Messre Barina, Mieler, Joo Webtman, Joo Hall, Toronto, Price, Le Ban, Kagkad, Crusstandak, Havana, Joo Hall, Toronto, Price, Le Ban, Kagkad, Crusstandak, Havana, Moyer, New York, F. Apperman, J. F. Linesen, Neold, Parin, C. G. Greeckke, O. Wetter, New Tork, a J. Harmen, Mery, London, D. B. Crook, W. Michreth, Feters, A. de Rryang, New York, M. Vidal, A. Berg, Parin, T. Hope, New York, R. Gemmel, Liverpool, H. Goolwin, Canada. Passengers Arrived.

Passengers Arrived.

In steaming Arctic, from Linerpool—W T Wilcor, R Taylor, A M Eastwick, 0 Trotter, Mrs Trotter, Miss Trotter, Messrs Mackay, Middseton, T J Finnie, Day, D Banks; r, J J Greenough, T B Troat, Christopher Wolf, Chas Wolf, Miss Jane Wolf, Mis Patton, Thio Wusans, Mrs Wintans, 2 children and I nurses; Measrs H Carpenter, Friaminnon, Bout Winght, Mir, Rowe, Sissee, Adams, Gray, T L Gillespie, G F Dals, J Rewfrick, D Barker, Mr Midlio, J Stuart, Messrs Burnies, McCarrey, Lochart, D Graham, Levinger, Wal rath, James B Clay, Charge of Affaires of the United States to Fortureal, and servant; G B English, D D Field, L Hoogh, J Hunt, Mr Went.

Wendt in packet thin Mr Louis, from Liverpool—Dr. Shoel, lady, 2 children and seret, of Ireland; Miss M Wood, 40; E Masell, T Tyewickhil, Germany; W Wreahs, Eng. MINIATURE ALMANAC ..... THIS DAY.

TRIBUNE MARINE JOURNAL.

PORT OF NEW-YORK ..... DEC 4.

Cleared.
U.S.M. steamship Frankin, Wotton, Harrs, M. Livingston; steamer Ironoides, Green, Philodelphia.
Shape Guy Mannering, Ostrom, Livepool, Taylor, & Merril; Lantas, Brabasir, B. and Francisco, J. Smith & Sons; Emily Hamilton, Jones, Bark Hellen, Ulmer, Mobile, Eagle & Harrard.
Bark Hellen, Ulmer, Mobile, Tarrs, Ishind, Haistead, Chamberlais & Coy, Iseasia, (Br.) Dawsen, Corr. walls, NS; Favorite, (Br.) Higgs, Bermuds, Midelson, & Coy, Iseasia, (Dan) Ollyward, Charleston, Rin, (Br.) Leutstatins, Kimpston, Jun, Thampson & Menham.
Scha Spiendel, Bussell, Yammonti, NS, J. H. Brane, Marz, GreenLet, Sun Juan, CA, Cheer & Sessions; Virgitis, Hobart, Savannah, Femil & Co, Beise W. Gandy, Marves, Perink, Philadelphia, Com Kerney, Larett, Rossion, Elio City, Fraber, Sev. Haven.

Sfrigate Brandywire, Cape Beaudinan, Rio Janesen, Nov 18, 13 M steamable Avrilla Lines, Liverpool, Nov 20, at 1115 AM as and 51 yearseigner, to E. K. Collins & Co. The A has experience U.S. frigato Brandywice, Capt Buardman, Roy Jamesen, Nov 18, 11.3 M steamaching Verbit Loise, Liverpool, Nov 20, at 115 AM mine and 61 passengary, to 8. K. cultura & Co. The A has experiment and the property of the control of the c

seler.
Sch Charmitte, R.S. ev., Philosephia. 2 ds., coal.
Sch Um Totten, Loire, Toy, Jamber.
Sch Coarten, Morae, Toy, Jamber.
Sch Costraton, Woods Marker, Sch Costraton, Woods Marker, Sch Costraton, Woods Marker, Sch Costraton, Perra, Risay in Washington, DC, Jamber.
Sch Josephia. Perra, Risay in Washington, DC, Jamber.
Sch Josephia. Brookhaven, Ch., abliest, Sch Harry M Smith, Far wide, Je r. vidence, but to Waltmore. 1st.
act, of Saybrock Point, in a north wester lost jubboom and other real gent.

salton geaf.
Sch Kinterprise. MacClain, Philadelphia, I da, coal.
Sch Finntes. Plymoth, Res. Sahn to SW Lewis.
Steamer Kennebec, Flowers, Philadelphia, indee, to Stanton &

Steamer Kennebec, Flowers, Philatelphia, indee, to Stanton & Spicer.
Shop San With Wills Albany for Providence, flour and hay.
Shop F Brown, Gethner, Providence.
Rhop Foitter, Fowler, Frovidence.
RELOW-Tacket-shop Devonehies Hovey, London, it do, indee, to J Griswald. Also I bark and I brige.
SAILETE & Materiambin Ningara, Stone, Liverpool; ships Isaac Wright, Peabody, Diverpool; Win Tell, Willard, Harris Patink Hery, I Jesino, London, Garriet Adams, Literpool; Memphia, Banker, Daw Otleans; bark Savannah, Crowell Savannah.
WIND-During the day from N to NW.

## By Telegraph.

By Telegraph.

BOSTON, Dec 4-Arr bars Gibraira, New Orleans, New 18, Ella,
Savannah, brigs Turcan, Welmegton, NCI, Durge, and Sarah, Philadelphia.

Savannah, brigs Turcan, Welmegton, NCI, Durge, and Sarah, Philadelphia.

Savannah, S

CALAIS Nov VI—Cts beig Smina Francis, Philadelphia, 283, ack Chronometer, New York, Schudard Praccis, Philadelphia, 283, ack 23th, chi ong Finta, New York; sche Jane Elita, A. Sawyer, and 3t Croix, Philadelphia, Pevilini, and Mary George, New York. RATH, He.—Aar bug Payson, Philadelphia sche Mary Jane, Wilmington, NC, Henry Freeding, and Jane, New York. PORTIAND, Dec 3—Are bug Harret, Cardensa, FORTIAND, Dec 3—Are bug Maryet, Cardensa, Educated Scheduler, Charles and Company of the Company Educated Scheduler, Charles and Company of the Company Baltimore for Francisci, Komph, and Randy, Philadelphia for Port-land, Oneco, Philadelphia for Newburyport; Corvo, New York India NEW SEDFORD, Dac 2-Chi back Columbus, for the Pacific

Oberson

PHOVIDENCE, Dec 2—Arr sch Mary, Baltimore; shoopa Resni,
acd Aron, New York,
NEW ORLEANS, Nov 2—Arr skip 3das Holmes; sch Malbuarde,
NEW ORLEANS, Nov 2—Arr skip 3das Holmes; sch Malbuarde,
New York, skipp Paterlijd, Plagam,
MOBILE, Nov 25—Arr bir g Juhn Willey,
Doc 2, arr sch Columbia, im See Yers.

Doe s, are sch Columbia, im New York.

[From our Correspondent.]

PHILADELPHIA, Hee extraced—Big Paulina, Baker, Borlog, a. b. Lather Child. Baker, der Arlean B., Johnson, Jensey City, Jun A. Bayeri, Thompson, Feld River, Amy W. Leeds, Kudicut, New Yes, C. Der Schern, Davin, die Louis C. Clark. Vankrit, Jensey City, Coorrest—Bayer, Louis, Bisch Transer, Merrime, Bangs, Rosteg, big May Ellen, Baster, no. 8: so Benj F Review, Reeving-Providence, John Stull, Wilsers, Kahmon A. Schan D., Johnson, New York, Any W. Leeds, Exercett do. 1. Phaladex, Davis, do, Tanget, Wap, Baston Kamis C. Chark, Vanarik Staten Felds, Francis, Wap, Green, Baston Kamis C. Chark, Vanarik Staten Felds, Francis Republic, and Tanget, Wap, Green, Baston Kim, Bandey, Jensebuan, Dataselford, for See Bedford for Hedsian, Green, Bastow, in Hadley, Jensebuan, Palacetto, N. New Bedford for Hedsian, Green, Bastow, in Hadley, Jensebuan, Falamethod, in Bastul for Novillat, Gin Tanget, Philadex Respondent of the Computation of

Disnaters, &c.

Bara Onco, Irgalla, as Salesa resus Africa, has had nothing but Ny and Westerly gates on cere passing ferranda—has had her sale spit, and Westerly gates on cere passing ferranda—has had her sale spit, and Westerly gates on cere her insis chain boils. Nos 17, ha gas and western NW. With Young, at timor, fell from the fore yard as western from NW. With Young, at timor, fell from the fore yard as deel, and weak she instactly—he was a native of England. Nos 19, With McFachant, istudies, fell from the fore-top-gates yard, and was last overfavard—he was a native of Deimark.

Para Fascos Entex at Pariand id in one, fin Carlemas, raport having experienced very heavy weather. While ping tooff Hafferts, shipped a see which washed use-showed the mate and one many alice was thrown to them by which the mote succeeded in getting on board, in the seminan, a foregate, was always and a favor of Windor, and in favor of the half of the sale of

ands.
Sous Edward Wood, (of Baltimore) Caffee, from Plymouth, NC,
with a cargo of marst stores, bound to Acw York, went ashore set
Corrette & Indet, on the night of the 23d oil. Crew and cargo savel,
resset would probably be getted of, a botal loss. California Vessels Spoken, &c.

-wished to be reported that some passey, in Europeou for Passes to tax, off Cape Fear, nork indue, Thompson, in Rio Jacobs to Raintinose.

Oct. vo. in 2.02.8, but 38.40 W, bark Gen Junes, the Taxing, in Rio Jacobs for "Child." I was reported as indicated to the Child. I was reported as indicated to Robinson.)

Nov 15, in Taria Laland Fasseage, brig. Person, Robbins, 2 de hone to Beamouth.

While Pro.

A letter for Capt Taber, of ship Barelay, of Nikedford, reports but to Cape de Verde, Sept. 30, all well; conditions belowing Payak, (where the Indeed 100 sp) for Abrolos a Ranks.

Off Port Lorins, Manires, July 5, bark Paukon, Tatch, NB, 50 bbs. sperm.
Touched at Fayal, Sept — (by letter from Capt Davis) bank Dumbarton, of SB, 30 sp.

# Foreign Ports.

At Cardenas Nev 20 borks Prospect, Daw, fin Boston, dise; Scott Oper, Unkesbury, Mg. Jor Phrimad in 4 ds. Annuvan, Almy, fin We-mington deep Torcello, Atwood, im NYark. At Portot Abello Nov 13, soft Kien ————, fin NYork, 44g. At Tobasco 4th ult, bark Zenobia, Popper, for Boston, ready for

Arr at St John, NB, 17th uit, sch Francis, Legan, Besten. Ck 270, to Castillan, Graves, Cora. 

Domestic Ports.

ALEXANDRIA, Dec 2 - 4r sch D Philips, Small, Eastport.
BRISTOL, Dec 1 - Arr brig Rio, Johnson, Gape Hayles, Serging Gazetie, Vergusen, New York. Sli aloop Temperance, David, Rev. York.

BANGOR, Nov 20 - Arr sch St. Leen, Parker, Boston, Australia, Waterman, Salem (Jahmet, Griedle, New York), Helow, Sergikh Booton, Sob John E Patini is bound to Sag Harbor, pe Booton, Sub-Bore reported.

BATH, Dec 3 - Arr, Drug Julia Payson, Preble, Philadelphing ide May Jan, Persian, Walmer, John Marker, Freeding, Kalley, Sergikh May Jan, Persian, Walmer, Jane, Tarner, New York, do. Pacek, Hompson, Arrange Scholm, Kirwan, Dommicz, Gendrich, Charles, Hompson, Arrange Scholm, Kirwan, Dommicz, Gendrich, Colopia, Ribbern, Karley, Salem, Kirwan, Dommicz, Gendrich, Colopia, Robert, Salem, Salem, Martin, Dommicz, Gendrich, Walley, Salem, Salem, Dommicz, Gendrich, Walley, Salem, Salem, Barth, Bar

Alkany: Excal, Bennett, New York. Cld 30th, sch Metrina, Slacks, Philadelphia.

MOBILE. Nor. 26.—Art 35 brigs Anita, Havana; Alanca, Midel, 40; Loin, Shiest, Tembad et a viba.

NORWICH, Decy. Cit. Ben. S. Golden, Waterman, Aliany; sil. NORWICH, Decy. et et. A. Jackson, Waterman, Aliany; sil. Aliano, Loin, Loin, Eros, et. C. Ben. S. Golden, New York.

MICHIAR. Aliano, Fitzgarald, New York.

MICHIAR. S. Caleb. Boaten. 26th. sid. Schoolwert, Hibretth, Baltimott. Starty, Tem. S. Caleb. Boaten. 26th. sid. schoolwert, Horsen, Foeter, New York; with Domeston, Pila, sid. brig. North Asset. Schools, S. Caleb. Schools, S. C

Cidries Carrell Samplers, Facturors B Douglass, Taylor, de R
Brainard, Russell do
Savio Halland, Sov 25—Arr ships Sunbeam, Patinor, de R
Halvon, Wade, Liverpool: Those Church, Preti, dop brigh See
Halvon, Wade, Liverpool: Those Church, Preti, dop brigh See
World, Canter, Manga va. Gueralter, B. Cart, dop brigh See
Detardis, Bri Morre St Theman, and L. C. Gabba, Gibbs, Charle
Lorent Market, Cartering and Brazos Santago; ship Leita
Hayn, Ser McWin, Letty, Carteston, Patric, Heary, Hewas, Bernald
New London, Dec. Letty, Carteston, Patric, Heary, Hewas, Bernald
New London, Dec. Letty, Carteston, Patric, Heary, Hewas, Bernald
New London, Pretion and Market, In Philadelpha,
New London, See Cartes, Carteston, Patric, Market, Market, See See See
New Bernald, Sologa Broot Vall, Cin New Yurk for Delbing, Letty
New York,
New Haven, Dec 3—Are brig Capopatra, New York Sein Jen
New Bertor Of Carteston, Patric, New York of the Hartford,
New Haven, Dec 3—Are brig Capopatra, New York See Jen
New Bertor Of Carteston, Patric, New York, See Jen
New Bertor Of Carteston, Patric, New York, New Haven, Market, See Jenes, New York, Carteston, New York, Carteston, New York, New York, New Jaylon, Adams, Sabmore, Dani Prancies, Patris, Nortols, Elles, Hodman, Sherman, See

Morth Jame France, Petros, Geroot, Schuller Schuller, Schuller Schuller, Schuller Schuller, Schuller Schuller, Royal Saker I, sch William & Mary, North, Baltonere, 3d. her, Royal Saker Hedon, Turka Island; suls Columbia, Knapp, NYori, Coral, St. Hedon, Turka Island; suls Columbia, Knapp, NYori, Coral, St. George, March, Schuller, Congret, March, Googe, Schuller, Congret, March, Googe, Schuller, Congret, March, Congret, Congr